Amendments to the Specification:

Please delete the first paragraph in the "Summary of the Invention" added by way of Amendment dated July 25, 2002, and the second paragraph of the "Summary of the Invention" added by way of Preliminary Amendment dated August 29, 2002, and replace with the paragraph as follows:

~~In one aspect of the present invention, an inductive coil for an electromotive device includes a pair of concentric conductive sheet metal winding portions each comprising a plurality of axially extending conductive bands each being separated from an adjacent conductive band by a space, each of the conductive bands of one of the winding portions being coupled to one of the conductive bands of the other winding portion, the winding portions being encapsulated in a homogenous material that extends from a space between two adjacent conductive bands of said one of the winding portions to a space between two adjacent conductive bands of the other winding portion.~~

~~In another aspect of the present invention, an inductive coil for an electromotive device includes a pair of concentric conductive bands each being separated from an adjacent conductive band by a space, each of the conductive bands of one of the winding portions being coupled to one of the conductive bands of the other winding portion, the winding portions being encapsulated in a non-layered material that extends from a space between two adjacent conductive bands of said one of the winding portions to a space between two adjacent bands of the other winding portion.~~

In one aspect of the present invention, an inductive coil for an electromotive device includes a pair of concentric inner and outer sheet metal winding portions separated by a continuous non-conductive fiber strand extending around the circumference of the inner winding portion a plurality of times, each of the winding portions comprising a plurality of axially extending conductive bands with each of the conductive bands of one of the winding portions being coupled to one of the conductive bands of the other winding portion, the winding portions being impregnated with an encapsulation material.

Please amend the paragraph at page 17, lines 20-36 through page 18, lines 3-4 as follows:

Figure 7 illustrates an ironless core armature in accordance with a preferred embodiment of the present invention being assembled from a coil 48 (which is the cylinder assembly described above), a commutator 50 and a disk-shaped flywheel 57. The flywheel 57 can be provided with a circular central opening 60 for fitting a shaft ~~59 and 61~~ 58 (Fig. ~~8~~ 9) and is preferably made from high-strength aluminum. The flywheel 57 can be anodized on its exterior surface to create a consistent electrical insulation layer over the outer surface. The flywheel 57 should be capable of current and voltage isolation via a non-conductive anodized coating and yet have high thermal mass, heat transfer characteristics and stiffness to transmit torque and securely fix the shaft ~~59 and 61~~. The diameter of flywheel 57 should be a line to line fit with the diameter of the inner cylinder 42 to allow snug fit of the flywheel inside the inner cylinder 42 when the flywheel is subsequently pressed into one end o the inner cylinder 42. Other materials such as ceramic, high-strength glass and the like ~~make~~ may be employed to manufacture the flywheel.

Please amend the paragraph at page 20, lines 31-36 through page 21, lines 3-14 as follows:

Figures 8 and 9 illustrate a fully assembled freestanding ironless core armature 62 for a DC motor with brushes in accordance with a preferred embodiment of the present invention. The armature 62 includes ~~an~~ the axially inserted shaft 58 with portions 59 and 61 protruding out each end for motor mounting. Before the shaft 58 can be mounted, the carrier strip 28 from the inner cylinder 42 and the carrier strip, 32 from the outer cylinder 44 (Fig. 2&3, respectively) are cut off by cold forming. This removal of the carrier strips completes the isolation of the individual helical segments thereby creating a continuous coil loop around the armature. The shaft 58 is preferably made from hardened stainless steel and is press-fit axially inside the inner cylinder 42 passing through opening 60 of the already mounted flywheel 57 and through opening 471 of the already mounted commutator 50. The preferred dimensions of the shaft 58 are 1/8" diameter x 2 1/2" long. Other materials and dimensions may be used to manufacture the shaft 58.